



National Transportation Safety Board Aviation Accident Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MEDINA, OH | Accident Number: | NYC92LA070 |
| Date & Time: | 03/01/1992, 1645 EST | Registration: | N5908D |
| Aircraft: | PIPER PA-22-150 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

DURING THE LANDING FLARE THE PILOT SAID, '... A GUST OF WIND CAUGHT THE PLANE AND IT VEERED OFF THE RUNWAY TO THE RIGHT.' THE AIRPLANE IMPACTED THE GROUND AND NOSED OVER. THE PILOT SAID HE WAS LANDING ON RUNWAY 27 AND REPORTED THAT THE WINDS WERE 210 DEGREES AT 20 KNOTS WITH GUSTS TO 40 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE DURING LANDING. CONTRIBUTING TO THE ACCIDENT WERE STRONG WINDS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

| | | | |
|----------------------------------|--|--|------------|
| Certificate: | Commercial | Age: | 38, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 06/05/1991 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 480 hours (Total, all aircraft), 80 hours (Total, this make and model), 410 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N5908D |
| Model/Series: | PA-22-150 PA-22-150 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 224570 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | 07/16/1991, Annual | Certified Max Gross Wt.: | 1800 lbs |
| Time Since Last Inspection: | 20 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1889 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-320-A1A |
| Registered Owner: | RICHARD WAGAR | Rated Power: | 150 hp |
| Operator: | RICHARD WAGAR | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|----------------------------------|-----------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | Unknown / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 20 knots / 40 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 210° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -1° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | SHARON CENTER, OH (OT46) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 1630 EST | Type of Airspace: | Class D |

Airport Information

| | | | |
|----------------------|---------------------|---------------------------|-----------|
| Airport: | FREEDOM FIELD (1G5) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1180 ft | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | None |
| Runway Length/Width: | 3000 ft / 40 ft | VFR Approach/Landing: | Full Stop |

Wreckage and Impact Information

| | | | |
|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

| | | | |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | Alan J Yurman | Report Date: | 08/13/1993 |
| Additional Participating Persons: | KEN PERROZ; CLEVELAND, OH | | |
| Publish Date: | | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).